

Consultation on Kingsway Solar proposals Balsham, West Wrating, Weston Green, Weston Colville and Willingham Green.

27th October 2025

This response is supplementary to the response made by the BHS dated 4th December 2024, which remains relevant and the document is attached for reference.

The BHS has further advice leaflets regarding Solar Farms on its website :

<https://www.bhs.org.uk/media/5f0llz3t/solar-0825.pdf>

The Cambridgeshire CB8 postcode area of the proposed site, has a particularly high equine population due to the proximity to Newmarket. The equestrian industry is very labour intensive. By definition, many employees who work in the industry, which includes all areas of equestrianism e.g. feed merchants, farriers, vets, trainers, saddlers, stable lads and lasses, work riders, riding schools, riding teachers etc. etc. are horse lovers who also own horses / ride / carriage drive for leisure so the number of horses excluding the racing industry, will be high. There are currently over 20,000 horses registered in the postcode CB8.

The BHS supports the ethos of the response submitted by the Ramblers Association. It is to be regretted that Kingsway have not provided clear maps including rights of way in the area which the BHS called for in their original response.

Since only 23% of the site is proposed for development, it provides a wonderful opportunity to create a network of public rights of way to at least bridleway status but preferably restricted byway status. The network should comprise a natural surface, at least 4m wide peripheral route linking to existing rights of way. Circular or 'figure of eight' loops could be created within the peripheral path to provide alternative routes. The routes could be selected to mitigate some of the loss of amenity caused by the development on other rights of way.

Once the principle of providing enhanced access for the duration of the solar farm is agreed, the network design could develop as the project designs progress. It is suggested that there could be a working group comprising interested parties such as The Ramblers, representatives from local groups both social and local authority, the Definitive Map Team / RoW Officer, as well as the BHS. The Cambridgeshire Local Access Forum might wish to have an input. However, it would be essential to have an undertaking that such facilities would be incorporated within the design from the outset. Any DCO submission would need to have a formal design of the enhanced access included along with clear

For horses. For people. For life.

British Horse Society is an Appointed Representative of SEIB Insurance Brokers Limited (Firm reference 479477) who are authorised and regulated by the Financial Conduct Authority.

Registered Charity Nos. 210504 and SC038516. A company limited by guarantee. Registered in England & Wales No. 444742

delivery dates by which the amenity would be available. Any such natural network would, of course, contribute to BNG.

It is noted that rights of way are not mentioned in comments about heritage. Rights of way are part of our cultural heritage – they are paths which have been created by the people for the people, over many hundreds and in some cases, thousands of years. These paths cannot be replaced – they have evolved, along with the ecosystem, as a result of the number of feet and hooves which have trodden them. They should be protected in the same way as ancient monuments. They should be included in the Embedded Mitigation Measures.

Chapter 11 – Traffic and Transport. There is no mention of the PROW network as part of the transport network only mention of cycle paths. There is no undertaking within the provision for managing where traffic may have to cross PROWs, about protecting the PROWs themselves.

- Maintaining access to PROW during the construction phase, or, otherwise providing temporary or permanent diversion routes if required.

The BHS objects to the assumption that any equestrian rights of way would be diverted either temporarily or permanently without significant consultation prior to any such agreement.

Rights of way in the area:

There are 288 Public Rights of Way (PROW) within 1km of the Developable Areas. Of these, 31 PROWs intersect or are located within the Developable Areas, 15 intersect the Grid Connection Corridor, and two intersect both the Developable Areas and Grid Connection Corridor.

This clearly provides a great opportunity for an enhanced network for all users.

It is stated that:

- Effects on non-agricultural businesses are expected to be negligible and temporary, and are not considered significant.
- Non-agricultural businesses may experience minor permanent adverse effects due to land displacement and environmental/accessibility changes, though these are not significant.

The Equestrian Industry in Cambridgeshire contributes over £115 million per annum to the rural economy. Please could you advise how the impact on the EI has been reviewed and how these conclusions have been arrived at?

In terms of the PROW network, the Consultation states that:

Receptor (Construction Effects)	Topics								Potential for Effect Interactions (Y/N)
	Bio	LV	CH		S & Agr	TT	NV	SE	
			Above Ground	Below Ground					
Ecological habitats									Y
Fauna									N
Users of the PRoW network									Y
Users of the road network									Y
Land Use within the Site									Y
Below Ground Heritage Receptors									N
Above Ground Heritage Receptors									Y
Water Resources									N
Soil Quality									N
Residential Properties									Y
Local Economy and Business Premises									N
Tourism									N

Topics: Biodiversity (Bio); Landscape and Visual Amenity (LV); Cultural Heritage (CH); Land and Groundwater (L & GW); Soils and Agriculture (S & Agr); Traffic and Transport (TT); Noise and Vibration (NV); Air Quality (AQ); and Socio-economics and Population (SE.)

And

Table 5: Summary of the Intra-Project Effects

Receptor	Potential Intra-Project Topic and Impact	Duration	Potential Intra-Project Effect
Construction Phase			
Ecological Habitats	Landscape and Visual: Non-significant Ecology: Significant	Temporary	None
Users of PRoW Network	Landscape and Visual: Significant Socio-economics and Population: Significant		
Users of the Road Network	Landscape and Visual: Significant Traffic and Transport		
Land Use within the Site	Landscape and Visual: Significant Soils and Agriculture: Significant		
Residential Properties	Landscape and Visual: Significant Noise and Vibration: Significant		
Operational Phase			
Ecological Habitats	Landscape and Visual: Significant Ecology: Significant	Long term	None
Users of the PRoW Network	Landscape and Visual: Significant Socio-economics and Population: Significant		
Above Ground Heritage Receptors	Landscape and Visual: Significant Cultural Heritage – Built Heritage: Significant		
Residential Properties	Landscape and Visual: Significant Noise and Vibration: Significant		
Decommissioning Phase			
Above Ground Heritage Receptors	Landscape and Visual: Significant Cultural Heritage – Built Heritage: Not Significant	Temporary	None
Users of PRoW Network	Landscape and Visual: Significant Socio-economics and Population: Significant		
Residential Properties	Landscape and Visual: Significant Noise and Vibration: Not Significant		

How is this development proposing to mitigate and to meet the NPPF requirements to enhance and improve the rights of way network?

As mentioned in the previous response, the BHS is very willing to work with the developers to establish an enhanced network of rights of way to restricted byway status which could go some way to mitigating the negative impact of the development on local communities.

Kind regards,

Lynda Warth

Regional Access & Bridleways Officer – Cambridgeshire, Suffolk, Essex
British Horse Society

